

Land Use Implementation Plan

Action Item #1: Develop statewide educational materials to educate and inform the public and local governments on integrated transportation and land use costs and processes. Make resources available for education of local officials, both elected and appointed.

Issues

1. Transportation and land use are most definitely linked to one another and yet the decision-making of each is made independently among multiple authorities, including the courts.
2. Lack of public awareness of the true societal family and community cost of development and negative impacts of unplanned growth and the relationship between transportation and land use.
3. Regions won't achieve economic prosperity, environmental and cultural integrity and social equity until we find regional solutions that integrate transportation land use planning and expenditures.
4. Needs to be proposed solutions to sprawl that are different for different regions of the state.

Goals

1. Create a statewide shared vision, clearly define, and educate the public and local government on their roles and responsibilities for integrated land use and transportation planning.

Assumptions

- ❖ Studies and reports which have been created across the country could be of significant benefit to our existing local officials.
- ❖ There is typically no universal knowledge of educational or informational materials related to the integration of transportation and land use costs and processes; whether it has been implemented or completed. There is no single location where this information is available.
- ❖ Providing a location where this information could be presented in an easily accessible manner would increase its dissemination and its use in decision making

Tasks (a. Stakeholders, b. Implementers, c. Facilitators, d. Legislative actions needed)

1. Identify and categorize available information - create a list of items that should be available at one location, including existing data, lists of organizations and available training, as well as links to existing national sites. Gather the available information. Once gathered, separate this information into categories based on the issue, size of area studied, and any other applicable item. Categorize materials with indices and bibliographies.
 - a. Transportation and land use professionals, local planning commissions and boards, transportation agencies, colleges and universities
 - b. State-wide planning and transportation organizations
 - c. Transportation and land use professionals, transportation agencies, colleges and universities
2. Find a home - It was the general consensus of the sub-team that the appropriate location for such a tool would be an internet web page. Once the volume of information is known along with the space requirements, we need to find a home for the web page along with resources to create the database and access features to include links to other sites .
 - a. Transportation and land use professionals, local planning commissions and boards, transportation agencies, colleges and universities, general public
 - b. State-wide planning and transportation organizations, colleges and universities, public interest non-profit organizations, state government
 - c. Public interest foundations, state government, consortium of local governments
3. Identify resources to cover implementation costs for creation of library - create a budget and scope for implementation of the project and a strategy for approaching potential funding sources.
 - a. Transportation and land use professionals, local planning commissions and boards, colleges and universities, general public
 - b. State-wide planning and transportation organizations
 - c. Public interest foundations, state government, consortiums of local governments, non-profit organizations
4. Create a comprehensive educational program - develop a plan to disseminate the information through a broad range of avenues to various audiences.
 - a. Transportation and land use professionals, local planning commissions and boards, colleges and universities, general public
 - b. Transportation and land use professionals, transportation agencies, colleges and universities, MSU Extension
 - c. Public interest foundations, state government, MML, MTA, MAC, MAR, MsoP, colleges and universities

5. Identify resources to implement training - contact organizations to create training programs relating to the integration of transportation and land use.
 - a. Local planning commissions and boards, local and state legislators and policy makers
 - b. State-wide planning and transportation organizations
 - c. MML, MTA, MAC, MAR, MSU Extension, MSoP, colleges and universities
6. Compelling reasons for regionalized planning - establish a list of benefits from successful planning, integrating both land use and transportation. Make these items short, clear and concise, and easy to sell. Compile information on the successful use of tools and concepts. Using Evaluating Traffic Impact Studies as a model, create a report that outlines the state of the art and provides the name and location of resources. Also develop a brochure that summarizes the information and highlights where additional information can be found.
 - a. Local planning commissions and boards, local and state legislators, and policy makers
 - b. Statewide planning and transportation organizations
 - c. Transportation and land use professionals, transportation agencies, colleges and universities, MML, MTA, MAC, MAR, MSU Extension, non-profit agencies

Next Steps

1. Produce scope for project along with expected budget.
2. Identify funding source(s) at budget level.
3. Identify sponsor and solicit for interest.

Combined Action Item 2/5: Give priority to developments that use existing infrastructure, including transportation facilities, that has a sufficient capacity to serve new development.

Establish mechanisms to assess the real cost of new development, equitably assign those costs to those who benefit and provide funding options to pay for those costs.

Issues

1. Transportation and land use are most definitely linked to one another and yet the decision-making of each is made independently among multiple authorities, including the courts.
2. Lack of public awareness of the true societal family and community cost of development and negative impacts of unplanned growth and the relationship between transportation and land use.
3. Regions will not achieve economic prosperity, environmental and cultural integrity and social equity until we find region solutions that integrate transportation land use planning and expenditures.

Goals

1. Provide incentives for regional cooperation around integrated transportation and land use.
2. Legislative changes by state to provide authority to discourage sprawl through use of tools such as impact fees that account for true development costs.

Objectives

1. Give priority to developments that use existing infrastructure, including transportation facilities, that has a sufficient capacity to serve new development.
2. Establish mechanisms to assess the real cost of new development, equitably assign those costs to those who benefit and provide funding options to pay for those costs.

Assumptions

1. Home Rule will remain strong in Michigan therefore successful and mechanisms are those that recognize, respect and operate with the tradition of Home Rule.
2. Mechanisms can be established that will best determine the appropriate location of development.
3. Mechanisms will be approved and incorporated into professional and municipal best practice, operation and procedural manuals
4. Michigan will establish legislation, if necessary, that will enable and provide incentives for planning/land use controls to regulate development impacts at a multi-jurisdictional level.
5. Michigan local communities will use enacted legislation to empower efforts in regional cooperation and decision making.

Tasks (a. Stakeholders, b. Implementers, c. Facilitators, d. Legislative actions needed)

1. Develop mechanisms to make property in an area of sufficient capacity more attractive.
 - a. All residents, employers and employees of the State of Michigan.
 - b. Transportation and land use professionals
 - c. Local communities and regional planning organizations
 - Define development
 - Residential
 - Commercial
 - Industrial
 - Rank development location options based upon development needs and related public costs and benefits, considering the following;
 - Utilize existing infrastructure or capacity
 - Require new infrastructure or capacity
 - Consider benefits for the local, regional, state community
2. Create funding sources to implement objectives
 - a. Local Governments and Regional Authorities
 - b. State legislature
 - c. State employees
 - d. Budget authority
 - Renaissance Zones
 - Employee relocation incentives
 - Brownfields development tax incentives
 - Low cost bond funds
 - DDA's & TIFA's
 - Commuter or Parking Fees
 - ***"Cool Cities" Programs***
 - ***Enhancement & Context Sensitive Programs***
3. Enable, through state legislation, and implement impact fees that are based on the true costs of development.
 - a. The State of Michigan – Governor and Legislature
 - b. Local communities
 - c. Transportation and land use professionals
 - d. Enabling legislation

- Develop guidelines, funding and prototype models for implementation
 - Identify the development that is to be considered
 - Identify the stakeholders
 - Analyze the options
 - Rank the options
 - Assess the real costs
 - Determine the beneficiaries
 - Define possible funding for the options
 - Consider requirements for utilization or creation of infrastructure
 - Regulatory agency approval needs over existing conditions
 - Improvements (MDEQ, MDPH, SHPO, MDOT, EPA, etc.)
 - Physical conditions- natural, watershed area or man-made, road network
 - Neighborhood identity
 - Land use requirements (zoning, code, etc.)
 - ***Urban Growth Boundaries***
 - ***Water Service Areas or Urban Service area.***
 - ***Interagency Development Agreements***
4. Establish incentives for reinvestment into urban centers
- a. State enabling legislation
 - b. Local communities
 - c. Budget authority
 - d. DDA's & CCA's
 - e. ***Regional Authorities – transportation, water, sewer and/or schools***

Action #3: Offer smart growth practices to make livable communities and provide incentives to local jurisdictions to implement these practices

Issues

1. Transportation and land use are most definitely linked to one another and yet the decision-making of each is made independently among multiple authorities
2. Lack of public awareness of the true societal, family and community cost of development and negative impacts of unplanned growth and the relationship between transportation and land use
3. Regions won't achieve economic prosperity, environmental and cultural integrity and social equity until we find regional solutions that integrate transportation and land use planning and expenditures

Goals

1. Create a statewide shared vision, clearly define, and educate the public and local government on their roles and responsibilities for integrated land use and transportation planning
2. Legislative changes by state to provide authority to discourage sprawl through the use of tools such as impact fees that account for true development costs
3. Provide incentives for regional cooperation around integrated transportation and land use
4. Create incentives for compact, mixed-use communities that allow for a higher level of public transportation service and walkability

Assumptions

- ❖ Except for the natural environment, anything can be changed for the better (laws, people's views, etc)
- ❖ The public and elected officials often don't understand the long term negative issues or the true costs of our current development patterns *or* that there are alternatives
- ❖ The most prevalent development practices are more costly, and directly impact the health of the residents, the environment, communities, as well as the sense of place both locally and statewide and are not sustainable over the long term.
- ❖ It will require a significant change in public mindset to achieve major use of alternative modes of transportation if they are made available

Other Action Items covered by this one

- ❖ Review and adopt, as appropriate, the Michigan Land Use Leadership Council's recommendations in developing a shared statewide transportation vision
- ❖ When a transportation project is consistent with the regional transportation plan, award incentives for projects that incorporate regional cooperation
- ❖ Legislation/zoning codes that support or require redevelopment and higher density development
- ❖ Build multimodal infrastructure to support and encourage smart growth
- ❖ Enact legislation that establishes sustainable, coordinated land use goals, and mandates regional planning consistent with those goals
- ❖ Use tax free zones, reduced tax zones, and impact fees to create incentives for the use of older cities and development infrastructure
- ❖ Encourage siting public buildings within the urban core so they are universally walkable and accessible
- ❖ Change political policy to allow appropriate impact fees
- ❖ Designate communities to do context sensitive design and promote it
- ❖ Impact fees for suburban development and financial incentives for urban redevelopment

Tasks (a. Stakeholders, b. Implementers, c. Facilitators, d. Legislative actions needed)

1. Identify and analyze all state legislation and policy that impacts land use and transportation to improve coordination, identify disconnects, and remove barriers.
 - a. All residents, communities and planning agencies, transportation and land use professionals, state government, academia, policy think tanks
 - b. Land use and transportation legal experts
 - c. Change laws to encourage regional planning and allow impact fees and proper funding and maintenance of transportation systems
2. Develop model ordinances that implement Smart Growth principles.
 - a. All residents of the state
 - b. Local/regional land use decision makers (planning commissions and governing bodies) and developers
 - c. Professional planners, planning commissions
 - d. Establish budget for development

3. Require all development, including currently exempted types, to follow planning regulations that support Smart Growth. For example, schools, universities.
 - a. The above groups, residents, local land use decision makers
 - b. Currently exempted development, local land use decision makers, local/state government
 - c. Currently exempted development, Education Commission, University boards, professional planners, local land use decision makers, local/state government
 - d. Need legislation to require these groups to comply with the existing regulations
4. Investigate what Michigan's future landscape might look like under different scenarios and the cost and benefits associated with them.
 - a. All residents of the State
 - b. Researchers and land use planners specializing in simulation, academia
 - c. State government and universities
 - d. Possibly some budget set aside for this
5. Identify, analyze, implement and expand current state incentives and eliminate disincentives to using Smart Growth practices.
 - a. All residents, communities and planning agencies, transportation and land use professionals state government, academia, policy think tanks, all residents, businesses and employees of the state
 - b. State of Michigan, State Legislature, planning agencies and organizations, land use organizations like MLUI
 - c. Budget for research
6. Identify and implement ways to link land use and transportation planning. Analyze current problems, opportunities and issues.
 - a. All the residents, businesses, employees and developers of the state
 - b. MDOT, FHWA, road commissions, local government; transportation agencies and organizations, planning agencies and organizations; regional planning authorities
 - c. Establish a budget for the study, legislation to promote regional approach and cooperation for transportation and land use

7. Create a Citizen's /Official's guide or a toolbox of best practices and incentives that have been successfully used elsewhere to implement Smart Growth.
 - a. All residents businesses and employees of the state
 - b. State of Michigan, State Legislature, planning agencies and organizations, land use organizations like MLUI
 - c. Establish budget for the study
8. Institutionalize at the State level, smart growth tenets as endorsed by the Michigan Land Use Leadership Council.
 - a. All residents of the State
 - b. State of Michigan, State Legislature, planning agencies and organizations, land use organizations like MLUI
 - c. May require state legislation or policy changes
9. Identify, apply and promote context sensitive design principles: What are they? How can they be applied? When are they appropriate and feasible? What are the obstacles to adopting them and how can we promote/encourage their adoption on a wider scale?
 - a. All residents of the state and specific groups/agencies like MDOT; road commissions; FHWA; transportation agencies; citizens groups; non-profit and alternative transportation sector (Rails to Trails, League of Bicyclists, etc.)
 - b. MDOT; road commissions; FHWA; transportation agencies; citizens groups; non-profit and alternative transportation sector (Rails to Trails, League of Bicyclists, etc.)
 - c. Establish budget for development
10. Develop and promote the use of visual choice surveys that can be used by local communities that highlight before and after implementation of smart growth practices
 - a. All residents in population centers and their suburbs
 - b. Planning agencies, non-profit organizations in land use and transportation, transportation planning agencies, local governments
 - c. Establish budget for development

Smart Growth Practices

- ❖ Context sensitive design
- ❖ Preserve the character of communities
- ❖ Mixed use zoning
- ❖ Density incentives
- ❖ Walkability with pedestrian and bike connections
- ❖ Redevelopment of urban core as an urban environment (housing, employment and services)
- ❖ Mixed housing types and costs
- ❖ Preservation of open space – special emphasis on corridors
- ❖ Transit oriented design
- ❖ Making development decisions predictable, fair and cost effective
- ❖ Enables regional planning and revenue sharing
- ❖ Directly linking land use planning and decisions with transportation planning and decisions
- ❖ Promoting distinctive, attractive communities
- ❖ Encouraging citizen/stakeholder participation in development decisions

Action #4: Enable, require, and fund the creation and implementation of regional multi modal transportation plans that fully coordinate with the land use decisions.

Issues

1. Transportation and land use are most definitely linked to one another and yet the decision-making of each is made independently among multiple authorities
2. Regions won't achieve economic prosperity, environmental and cultural integrity and social equity until we find regional solutions that integrate transportation land use planning and expenditures

Goal

1. Provide incentives for regional cooperation around integrated transportation and land use

Assumptions

1. Transportation plans should be coordinated with local land use plans and regional transportation plans should provide the framework for local land use decision-making
2. Land use decision-making includes adopted plans and policies, and zoning and site plan approvals
3. Respect strong local home rule
4. Local government will continue to make land use decisions
5. Enable rather than require makes more political sense in Michigan
6. Key word in the assigned action statement is "coordination"
7. MDOT, road commissions, cities, villages and transit agencies make transportation decisions and local governments make land use decisions
8. For this action to be implemented, local zoning must be made to conform to local land use plans

Secondary Actions, Goals, and Issues

Actions

1. Review and adopt, as appropriate, Michigan Land Use Leadership Council's recommendations, in developing a shared statewide transportation vision
2. When a transportation project is consistent with the regional transportation plan, award incentives for projects that incorporate regional cooperation
3. Build multi-modal infrastructure to support and encourage smart growth.
4. Enact legislation that establishes sustainable, coordinated land use goals, and mandates regional planning consistent with those goals
5. Designate communities to do context sensitive design and promote it

Issues

1. No incentives for regional cooperation around integrated transportation and land use. No disincentives for staying fragmented
2. There is a tension between regional planning and local jurisdictional planning because of home rule. Where can cooperation/consolidation occur?

3. Lack of dedicated financial support for redevelopment
4. Public and private financing and investment policies, including schools favor new developments in rural and suburban areas
5. Increased incentives for preserving open spaces and disincentives for not preserving open spaces
6. We're currently providing subsidies to ex-urban growth and disinvestments to urban growth.

Goals

1. Provide site "walkable" urban communities with adequate mass transit options and context sensitive solutions
2. Equitable distribution of cost of new development
3. Create incentives for compact, mixed-use communities that allow for a higher level of public transportation service and walkability
4. Develop compatible land use and transportation public policies
5. Establish a mechanism and process to implement the vision on a regional basis
6. Develop and redevelop communities with multi-modal choices
7. Land use planning should include the potential impact of the planning on public transit and other services

Tasks (a. Stakeholders, b. Implementers, c. Facilitators, d. Legislative action needed)

1. Require and fund the development of regional multi-modal transportation planning statewide through the 14 planning regions. Elements should include:
 - Testing and evaluating alternative land use scenarios including (e.g., Tri-County Regional Planning Commission project)
 - Regional transportation plans providing the framework for local transportation and land use planning
 - Regional and local transportation plans providing for multi-modal transportation for people and goods
 - Consideration of local land use policies such as local comprehensive plans, zoning or other policy documents
 - Transit-oriented development being an integral part of local plans and decision-making where appropriate
 - Proactively expanding statewide regional transportation planning funds to provide for two full time professionals in each region
 - Funding means both money and incentives
 - Integrating responsibility for review of developments of regional significance as part of the multi-modal transportation planning process in conjunction with the expanded regional transportation planning capabilities developed under the other items above

- a. Residents, local government elected officials, MDOT, regional transportation agencies, road commissions, regional and local planners
 - b. Regional planning commissions, local government officials
 - c. Local planning commissions
 - d. Legislation to require and fund effort
2. Identify ways to encourage state, county, city, and village transportation improvements to include context-sensitive solutions (i.e. character of the roadway being designed is related to the character of the location receiving it). Elements should include:
 - MDOT and road commissions adopting alternative road design standards
 - Local governments including access management in land use planning and decision-making
 - Land use decisions being consistent with the purpose and function of roads... major arterials to collectors and any context sensitive design
 - a. Residents, MDOT, regional planning commissions, road commissions, local governments, developers, businesses
 - b. MDOT, road commissions, local governments
 - c. Amend planning enabling legislation. Provide for in state budget
3. Provide training to local governments on conducting development impacts analysis, including traffic impact analysis on master plans, re-zonings, and local site plan review, and on access management. Training should include input from affected transportation agencies on traffic impacts consistent with statewide standards of professional practices contained in *Evaluating Traffic Impacts Studies: A Recommended Practice for Michigan Communities*, 1994.
 - a. Residents, MDOT, road commissions
 - b. Local governments, developers.
 - c. Michigan Society of Planning,
 - d. Legislation to authorized local governments to require development impact analysis.
4. Link ongoing transportation asset management process coordinated by the statewide Asset Management Council, in terms of data collection, methodology, and approach of working with MPOs and State Planning and Development Regions, and local governments in their land use decision-making.
 - a. Residents, MDOT, road commissions, cities, villages, and townships.
 - b. Regional planning agencies (MPOs)
 - c. Asset Management Council
 - d. Provide for funding in budget

5. Identify ways to encourage local governments to coordinate planning, zoning, or infrastructure improvements, with adjoining local units of government and with county, region, or state by:
 - Creating guidelines, standards, and examples of best practices.
 - Providing incentives for local cooperation on regional and multi-jurisdictional infrastructure and economic development decisions.
 - Instituting coordination between regional plans and local decision-making on transportation issues of greater than local concern.
 - Strengthening the coordinated planning act to ensure regional transportation and infrastructure planning and local land use planning are linked by requiring two-way coordination between local governments and all transportation agencies.
 - Fostering transportation planning through joint planning commissions.
 - a. Community residents, county planning, road commissions, regional planning agencies, MDOT
 - b. Local governments
 - c. Regional planning commissions, Michigan Society of Planning.
 - d. Strengthen coordinated planning provisions in planning enabling acts
6. Require communities with the necessary legal tools to plan for and implement transportation and other infrastructure facilities. Examples are:
 - Develop a mechanism, such as official maps, to allow for securing future right-of-ways
 - Establish a clearinghouse for best practices and bring forward model approaches including: NEMCOG, CUPPAD, TCRPC, and the plethora of others
 - Require local communities to develop, adopt, and regularly update local capital improvement programs that identify necessary and equitable funding to build, maintain, and replace the infrastructure needed to support the locally adopted master plans
 - a. Residents, MDOT, regional planning agencies, road commissions, local governments, developers
 - b. Michigan Society of Planning, county planning
 - c. Enact new legislation and amend current enabling laws to provide more tools